TIME IS IMPORTANT
Take TIME To Be SAFE

TERMINAL SUPERINTENDENT

L. F. TADLOCK.....El Paso

ASSISTANT TERMINAL SUPERINTENDENT

F. M. COYLE.....El Paso
H. E. HALL.....El Paso

TRAINMASTERS

D. A. DOYLE.....El Paso
R. V. CURRIER.....Tucumcari
J. A. REYNOLDS.....Douglas

ASSISTANT TRAINMASTERS

K. E. PARMELEE.....El Paso
C. T. BABERS.....Lordsburg
W. B. JEFFRIES.....Lordsburg
W. S. WEBER.....Carrizozo
W. S. HOBBS.....Carrizozo

ROAD FOREMEN OF ENGINES

HARRY NATIONS.....El Paso
L. J. ADAMS.....El Paso

ASST. ROAD FOREMAN OF ENGINES

S. O. CURTIS.....El Paso

CHIEF TRAIN DISPATCHER

C. F. MATTINGLY.....El Paso

L. W. GARRISON

Assistant Superintendent, El Paso

SOUTHERN PACIFIC COMPANY

SUPPLEMENT No. 1
TO
RIO GRANDE DIVISION TIMETABLE
52

SUPERSEDING PAGES 6 AND 7

EFFECTIVE SUNDAY, JUNE 14, 1959

AT 12:01 A. M.

MOUNTAIN STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY, WHO MUST ALSO CARRY COPY OF CURRENT ISSUE OF SPECIAL INSTRUCTIONS

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

J. H. LONG,
Superintendent

EASTWARD

Capacity of sidings	SECOND CLASS 986 Freight	984 Freight	960 Freight	982 Freight	980 Freight	FIRST CLASS 40 Mail	2 Sunset	4 Golden State	Mile Post Location	SUPPLEMENT No. 1 TO Timetable No. 52 June 14, 1959 STATIONS	Distance from Lordsburg
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard Limits BKWDYP	PM 6.10	PM 12.05		AM 6.50	AM 12.10	PM 6.25		AM 6.05	1148.3	TO-R **LORDSBURG**	0.0
107 P	6.18	12.12		6.57	12.17	6.33		6.11	1153.0	4.7 **ULMORIS**	4.7
64 P	6.27	12.19		7.05	12.24	6.39		6.17	1159.0	6.0 **LISBON**	10.7
103 P	6.41	12.31		7.17	12.36	6.47		6.25	1168.0	TO 9.0 **SEPAR**	19.7
106 P	**6.58**	12.45		**7.40**	12.50	**6.58**		6.35	1179.6	11.6 **WILNA**	31.3
125 P	7.07	12.55		7.49	1.00	7.06		6.43	1188.5	8.9 **GAGE**	40.2
96 P	7.12	1.01		7.54	1.06	7.11		6.47	1193.2	4.7 ~~**MONGOLA**~~ ABAN. 7-16-59	44.9
68 P	7.19	1.08		8.01	1.13	7.17		6.53	1199.6	6.4 **TUNIS**	51.3
Yard Limits 229 WYP	7.29	1.19		8.10	1.24	s 7.33		s **7.04**	1208.0	TO 8.4 **DEMING**	59.7
125 P	7.42	1.32		8.21	1.35	7.43		7.14	1218.9	10.9 **CARNE**	70.6
103 P	7.54	1.44		8.32	1.46	7.53		7.24	1229.6	10.7 **AKELA**	81.3
125 P	8.04	1.54		8.41	**1.56**	8.01		7.32	1238.4	8.8 **DONA**	90.1
125 P	8.16	2.06		8.52	2.11	8.09		7.40	1247.4	TO 9.0 **ADEN**	99.1
103 P	8.31	2.21		9.07	2.26	8.21		7.51	1259.4	12.0 **AFTON**	111.1
104 P	8.43	2.33		9.19	2.38	8.30		8.01	1269.5	10.1 **LANARK**	121.2
125 P	8.55	2.45		9.31	2.50	8.40		8.10	1279.7	TO 10.2 **STRAUSS**	131.4
100 P	9.04	2.54		9.40	2.59	8.48		8.16	1285.2	5.5 **LIZARD**	136.9
79 P	9.15	3.02	PM 1.15	9.50	3.07	9.01	PM 3.01	8.23	1289.9 1317.7	TO-R 4.7 **ANAPRA**	141.6
Yd. Lmts. BKIP						s 9.30 PM	s 3.20 PM	s 8.35 AM	1323.3 1295.9	R 5.6 **EL PASO (Union Depot)** No. 2 Track	147.2
Yd. Lmts. BKWDITYP	9.40 PM	3.20 PM	1.35 PM	10.15 AM	3.25 AM				1297.6	1.7 **EL PASO (Cotton Ave.)**	148.9
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(148.9)	
	986	**984**	**960**	**982**	**980**	**40**	**2**	**4**			

Automatic Block Signal System

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

SUPPLEMENT No. 1
TO
Timetable No. 52
June 14, 1959

WESTWARD

Mile Post Location	STATIONS	Station Number	Distance from El Paso (Cotton Ave.)	FIRST CLASS 1 Sunset Arrive Daily	39 Mail Arrive Daily	3 Golden State Arrive Daily
1148.3	TO-R **LORDSBURG** 4.7	5815	149.3	s AM 3.25	s AM 8.30	
1153.0	**ULMORIS** 6.0	7005	144.6	3.17	8.10	
1159.0	**LISBON** 9.0	7011	138.6	3.12	8.01	
1168.0	TO **SEPAR** 11.6	7020	129.6	3.04	7.52	
1179.6	**WILNA** 8.9	7031	118.0	2.54	**7.40**	
1188.5	**GAGE** 4.7	7040	109.1	2.46	7.31	
1193.2	~~**MONGOLA**~~ 6.4	7045	104.4	2.42	7.26	
1199.6	**TUNIS** 8.4	7051	98.0	2.36	7.19	
1208.0	TO **DEMING** 10.9	7060	89.6	s 2.28	s **7.04**	
1218.9	**CARNE** 10.7	7071	78.7	2.14	6.54	
1229.6	**AKELA** 8.8	7081	68.0	2.04	6.44	
1238.4	**DONA** 9.0	7090	59.2	**1.56**	6.36	
1247.4	TO **ADEN** 12.0	7099	50.2	1.47	6.28	
1259.4	**AFTON** 10.1	7111	38.2	1.36	6.17	
1269.5	**LANARK** 10.2	7121	28.1	1.27	6.08	
1279.7	TO **STRAUSS** 5.5	7131	17.9	1.18	5.59	
1285.2	**LIZARD** 4.7	7137	12.4	1.09	5.50	
1289.9 1317.7	TO-R **ANAPRA** 6.0	7142	7.7	1.01	5.42	PM 3.01
1295.9 1323.3	R **EL PASO (Union Depot)** 1.7	71183	1.7	12.50 AM	5.30 AM	2.50 PM
1297.6	**EL PASO (Cotton Ave.)**	7148	0.0			
	(149.3)			Leave Daily	Leave Daily	Leave Daily
				1	39	3

Automatic Block Signal System

No. 1 Track

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1320.9	Icehouse Crossover	...
.. ..	1291.9	Brickland	7144
.. ..	1319.1	*Bowen	7831
265W ..	1208.7	Sage.....(Spur)	7061
		*On No. 2 Track.	

Routed via Lordsburg 6-6-59

Timetable No. 52

October 26, 1958

WESTWARD

Mile Post Location	STATIONS	Station Number	Distance from El Paso (Cotton Ave.)	FIRST CLASS 1 Sunset Limited Arrive Daily	39 Mail Arrive Daily	3 Golden State Arrive Daily
1148.3	TO-R LORDSBURG 4.7	5815	149.3	s3.25	s AM 8.30	
1153.0	ULMORIS 6.0	7005	144.6		8.10	
1159.0	LISBON 9.0	7011	138.6		8.01	
1168.0	TO SEPAR 11.6	7020	129.6		7.52	
1179.6	WILNA 8.9	7031	118.0		7.40	
1188.5	GAGE 4.7	7040	109.1		7.31	
1193.2	MONGOLA 6.4	7045	104.4		7.26	
1199.6	TUNIS 8.4	7051	98.0		7.19	
1208.0	TO DEMING 10.9	7060	89.6	s2.28	s 7.10	
1218.9	CARNE 10.7	7071	78.7		6.54	
1229.6	AKELA 8.8	7081	68.0		6.44	
1238.4	DONA 9.0	7090	59.2		6.36	
1247.4	TO ADEN 12.0	7099	50.2		6.28	
1259.4	AFTON 10.1	7111	38.2		6.17	
1269.5	LANARK 10.2	7121	28.1		6.08	
1279.7	STRAUSS 5.5	7131	17.9		5.59	
1285.2	LIZARD 4.7	7137	12.4		5.50	
1289.9 1317.7	TO-R ANAPRA 6.0	7142	7.7	AM ~~12.56~~	5.42	PM 3.01
1295.9 1323.3	R EL PASO (Union Depot) 1.7	71183	1.7	~~12.45~~ AM	5.30 AM	2.50 PM
1297.6	EL PASO (Cotton Ave.)	7148	0.0	12.50		
	(149.3)			Leave Daily	Leave Daily	Leave Daily
				1	39	3

Automatic Block Signal System

No. 1 Track

RULE 5. Time at Anapra applies as follows: For westward trains at west switch of east crossover; for eastward trains on Deming Subdivision at east switch of west crossover; and for eastward trains on Hachita Subdivision at east switch of east crossover.

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

Eastward trains must not pass Signal 12898 in stop position, and westward trains must not pass Signal 12901 in stop position, unless authorized orally by train-order operator at Anapra. Proceed, or proceed on diverging route indication in either of these signals will supersede the superiority of trains between east and west crossovers at Anapra.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
.. ..	1320.9	Icehouse Crossover	...
.. ..	1291.9	Brickland	7144
... ..	~~1319.1~~	~~*Bowen~~	~~7881~~ ABAN. 12-15-58
265W ..	1208.7	Sage.....(Spur)	7061
		~~*On No. 2 Track.~~	

Capacity of sidings	EASTWARD SECOND CLASS 994 Freight Leave Daily	EASTWARD SECOND CLASS 992 Freight Leave Daily	EASTWARD SECOND CLASS 990 Freight Leave Daily	EASTWARD FIRST CLASS 40 Mail Leave Daily	EASTWARD FIRST CLASS 4 Golden State Leave Daily	Mile Post Location	Timetable No. 52 October 26, 1958 STATIONS	Station Number	Distance from Carrizozo	WESTWARD FIRST CLASS 39 Mail Arrive Daily	WESTWARD FIRST CLASS 3 Golden State Arrive Daily
							R EL PASO (Union Depot) 1.7 — Double Track	7147	144.0	s AM 4.30	s PM 2.25
Yard Limits BKIP				PM 10.30	AM 9.20	1295.9	EL PASO (Cotton Ave.) 0.0 — Double Track	7148	142.3		
Yard Limits BKWDOTYP		PM 10.45	PM 2.30	AM 6.10		1297.6	TOWER 47 3.9	7148	142.3	3.44	2.03
Yard Limits I				10.36	9.25	1297.6	FORT BLISS 0.8	7153	138.4		
Yd. Lmts. P						1301.5	TO-R PLANEPORT 13.8	7154	137.6	3.23	1.53
Yd. Lmts. 103 P		11.00	2.45	6.25	10.47	9.36	1302.3	NEWMAN 10.1	7167	123.8	3.08	1.40
102 P		11.15	3.01	6.40	10.59	9.48	1316.1	ALVARADO 5.9	7178	113.7	2.58	1.31
77 P		11.27	3.13	6.52	11.07	9.56	1326.2	DESERT 12.9	7183	107.8	2.52	1.26
103 P		11.35	3.20	6.59	11.12	10.01	1332.1	TO OROGRANDE 12.0	7196	94.9	2.41	1.16
Yard Limits 121 YP		PM 11.50	3.35	7.14	11.23	10.11	1345.0	PAXTON 9.0	7208	82.9	2.30	1.05
75 P		AM 12.03	3.48	7.27	11.33	10.21	1357.0	DUNES 6.3	7217	73.9	2.23	12.58
96 P		12.13	3.58	7.37	11.40	10.28	1366.0	VALMONT 5.9	7224	67.6	2.17	12.52
74 P		12.20	4.06	7.45	11.45	10.33	1372.3	OMLEE 4.6	7230	61.7	2.12	12.47
110 P		12.28	4.13	7.52	PM 11.50	10.38	1378.2	TO ALAMOGORDO 12.8	7234	57.1	s 2.06	s 12.43
Yard Limits 203 P		12.35	4.20	7.59	AM s 12.05	s 10.45	1382.8	TO TULAROSA 7.4	7247	44.3	1.46	12.30
77 P		12.50	4.38	8.17	12.18	10.58	1395.6	TEMPORAL 9.9	7254	36.9	1.40	12.24
75 P		12.58	4.48	8.26	12.24	11.04	1403.0	THREE RIVERS 11.6	7264	27.0	1.32	12.16
102 P		.108 (1102)	4.58	8.37	12.32	11.12	1412.9	OSCURA 8.3	7276	15.4	1.22	12.07 PM
76 P		1.22	5.13	8.52	12.45	11.23	1424.5	POLLY 7.1	7284	7.1	1.14	11.59 AM
107 P		1.35	5.25	9.04	12.53	11.31	1432.8	TO-R CARRIZOZO	7291	0.0	1.05 AM	11.51 AM
Yard Limits BKWDYP		1.50 AM	5.40 PM	9.20 AM	s 1.05 AM	s 11.38 AM	1439.9					
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(144.0)			Leave Daily	Leave Daily
		994	992	990	40	4					39	3

Automatic Block Signal System

RULE 93. First-class trains enter and leave El Paso Union Depot on yard tracks within interlocking limits of Tower 196. Employes are subject to Rules and Regulations of El Paso Union Depot Co. within limits of that company.

EASTWARD

Capacity of sidings	SECOND CLASS 994 Freight Leave Daily	SECOND CLASS 992 Freight Leave Daily	SECOND CLASS 990 Freight Leave Daily	FIRST CLASS 4 Golden State Leave Daily	FIRST CLASS 40 Mail Leave Daily	Mile Post Location
Yard Limits DBKWYP	PM 8.05	PM 12.20	AM 3.30	AM **11.45**	AM 1.15	1439.9
110 P	8.30	12.45	3.55	11.51	1.22	1446.9
75 P	8.45	1.00	4.10	AM 11.56	1.31	1452.2
126 P	9.15	1.30	4.40	PM 12.06	1.45	1463.5
74 P	9.58	2.12	5.20	12.18	2.01	1473.0
P	10.08	2.22	5.30			1477.8
126 P	10.16	2.28	5.37	12.26	2.10	1482.5
103 P	10.28	2.40	5.50	12.35	2.22	1490.9
71 P	10.40	2.52	6.02	12.43	2.31	1499.0
87 P	10.56	3.08	6.18	12.52	2.41	1510.6
W 116 Yard Limits E 110 P	**11.27**	3.30	6.40	c 1.06	2.56	1525.4
107 P	11.39	3.41	6.50	1.15	3.05	1533.3
105 P	PM 11.56	3.58	7.07	1.26	3.17	1547.2
106 P	AM 12.15	4.13	7.22	1.36	3.29	1558.5
E 107 Yard Limits W 113 P	12.35	4.27	7.37	1.46	3.40	1568.3
106 P	12.49	4.46	7.56	1.55	3.49	1577.4
103 P	1.03	5.00	8.10	2.03	3.57	1585.8
102 P	1.15	5.12	8.20	2.12	4.04	1594.7
102 P	1.31	5.27	8.32	2.24	4.15	1606.7
112 P	1.43	5.38	8.41	2.33	4.24	1615.5
103 P	1.51	5.46	**8.52**	2.41	4.35	1621.9
Yard Limits DBKYP	2.00 AM	5.55 PM	9.10 AM	s 3.05 PM	s 5.10 AM	1627.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	994	**992**	**990**	**4**	**40**	

Timetable No. 52

October 26, 1958

Automatic Block Signal System

STATIONS	Station Number	Distance from Tucumcari
TO-R **CARRIZOZO** 7.0	7291	187.5
ROBSART 5.3	7298	180.5
COYOTE 11.3	7304	175.2
TO **ANCHO** 9.5	7315	163.9
TECOLOTE 4.8	7324	154.4
ELDA 4.7	7329	149.6
GALLINAS 8.4	7334	144.9
TO **CORONA** 8.1	7342	136.5
TORRANCE 11.6	7350	128.4
DURAN 14.8	7362	116.8
TO **VAUGHN** 7.9	7377	102.0
LEONCITO 13.9	7385	94.1
PASTURA 11.3	7399	80.2
ARABELLA 9.8	7410	68.9
TO **SANTA ROSA** 9.1	7420	59.1
LOS TANOS 8.4	7429	50.0
CUERVO 8.9	7437	41.6
NEWKIRK 12.0	7446	32.7
MONTOYA 8.8	7458	20.7
PALOMAS 6.4	7467	11.9
HARGIS 5.5	7473	5.5
TO-R **TUCUMCARI**	7479	0.0
(187.5)		

WESTWARD

FIRST CLASS 3 Golden State Arrive Daily	FIRST CLASS 39 Mail Arrive Daily
AM s **11.45**	AM s 12.55
11.36	12.46
11.32	12.41
11.22	12.30
11.10	12.18
11.02	12.10
10.53	12.01 AM
10.45	11.50 PM
10.36	11.41
c 10.21	**11.27**
10.13	11.17
10.01	11.05
9.49	10.53
9.37	10.41
9.29	10.32
9.22	10.25
9.14	10.16
9.04	10.06
8.57	9.59
8.52	9.53
8.45 AM	9.45 PM
Leave Daily	Leave Daily
3	**39**

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
12 ..	1467.0	Luna	7318

Timetable No. 52
October 26, 1958

EASTWARD Capacity of sidings	SECOND CLASS 974 Mixed Lv. Mon. Wed., Fri.	Mile Post Location	Roy Branch STATIONS	Station Number	Distance from French	WESTWARD SECOND CLASS 975 Mixed Arrive Mon., Wed., Fri.
Yard Limits DBKWYP	AM 6.10	1627.4	TO-R TUCUMCARI	7479	113.9	PM s 3.25
WYP	s 7.34	1661.7	34.3 CAMPANA	8634	79.6	s 1.55
34 P	f 7.52	1667.6	5.9 MEDIO	8640	73.7	f 1.31
36 P	s 8.20	1677.9	10.3 MOSQUERO	8651	63.4	s 12.59
P	f 8.37	1686.3	8.4 SOLANA	8659	55.0	f 12.42
Yard Limits 34 P	s 9.00	1696.1	9.8 ROY	8669	45.2	s 12.22 PM
YP	f 10.09	1729.8	33.7 TAYLOR	8702	11.5	f 11.10 AM
Yard Limits P	s 10.35 AM	1741.3	11.5 FRENCH	8714	0.0	s 10.45 AM
	Arrive Mon., Wed., Fri.		(113.9)			Lv. Mon. Wed., Fri.
	974					975

RULE S-72. No. 974 is superior to No. 975.

ADDITIONAL STATIONS

Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
30W ..	1634.9	Bascom	8608
.. ..	1650.1	Atarque	8623
.. ..	1655.6	Trigg Ranch	8628
18E ..	1684.7	Dioxice	8657
.. ..	1706.4	Mills	8679
.. ..	1721.8	Vernon	8694
		Nos. 974 and 975 will stop at Trigg Ranch, Dioxice and Vernon on flag.	

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

CONDITIONAL FLAG STOPS, ETC., TO RECEIVE OR DISCHARGE TRAFFIC

Conditional flag stops, etc., are designated by "c" in schedule column, and are for traffic as shown below:

Train	STATION	KIND	FREQUENCY	FOR REVENUE PASSENGERS RECEIVE TO (or beyond)	FOR REVENUE PASSENGERS DISCHARGE FROM (or beyond)	FOR OTHER TRAFFIC
1	Hereford	Flag	Daily	Any station	Any station	
2	Hereford	Flag	Daily	Any station	Any station	
2	Any station, Rodeo to Anapra	Flag	Daily	Any station	Any station	
2	Rodeo	50 MPH	Daily			To dispatch U. S. Mail
3	Vaughn	15 MPH	Daily ex. Mon.			To receive one pouch mail
3	Any station, Anapra to Rodeo	Flag	Daily	Any station	Any station	
3	Hereford	Flag	Daily	Any station	Any station	
4	Hereford	Flag	Daily	Any station	Any station	
4	Vaughn	Stop	Daily ex. Sun.			To dispatch U.S. Mail
940	MP 1039.6	Flag	Wed. Sat.	Any station	Any station	
941	MP 1039.6	Flag	Wed. Sat.	Any station	Any station	
942	MP 1039.6	Flag	Tue. Fri.	Any station	Any station	
943	MP 1039.6	Flag	Tue. Fri.	Any station	Any station	
944	MP 1039.6	Flag	Mon. Thu.	Any station	Any station	
944	MP 1069.2	Flag	Mon. Thu.	Any station	Any station	
945	MP 1069.2	Flag	Mon. Thu.	Any station	Any station	
945	MP 1039.6	Flag	Mon. Thu.	Any station	Any station	

RULE 5. Schedule times shown in small type indicate special instructions in the timetable govern movement.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as noted on page 10.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains. Those designated "W" are assigned for use by westward trains. Those designated "N" or "S" are assigned for use by trains as shown in special instructions for the subdivision on which located.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one steam engine and caboose.

SPECIAL INSTRUCTIONS—MESCAL SUBDIVISION

RULE 82-A. Regular trains and sections of schedules authorized on Bowie Subdivision of Tucson Division are authorized to assume corresponding schedules or sections of schedules on Mescal Subdivision at Mescal without clearance.

Eastward trains may leave Mescal without clearance provided train is properly cleared by train-order signal.

Schedule of No. 945 may be assumed by crew arriving Patagonia on No. 944 without clearance.

Westward trains Patagonia Branch must not foul Mescal-Douglas main track Fairbank until authorized by train dispatcher.

Schedule of No. 941 may be assumed by crew arriving Tombstone on No. 940 without clearance.

Schedule of No. 943 may be assumed by crew arriving Ft. Huachuca on No. 942 without clearance.

RULE 83-A. At the following stations only the trains indicated will register:

Fairbank.....Trains originating and terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Mescal.....All trains.

Douglas, Nos. 1, 2, 3, and 4.

When a regular train is checked on Bowie Subdivision of Tucson Division or Mescal Subdivision, it will not be necessary to check the register at Mescal against the same train.

RULE 105. Following tracks are designated for use as sidings:

Lewis Springs. Siding located east of station building on north side of main track.

Hereford. Siding located opposite station building on north side of main track, extending eastward from turnout east of stock pen.

Naco. Siding located opposite station building on north side of main track. Switch leading to Edison water spur from siding near west end must be left lined for movement into water spur.

RULE 201. Train orders and clearances on No. 1 track between Mescal and Tucson will be issued by authority and over initials of Chief Train Dispatcher, Tucson Division.

SPECIAL INSTRUCTIONS—HACHITA SUBDIVISION

RULE 82-A. Eastward regular trains and sections of schedules from Hachita Subdivision may assume the same schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance O.K.'d by chief train dispatcher must be obtained.

Train indication markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Douglas, Nos. 1, 2, 3, and 4.

Anapra, All trains.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

SPECIAL INSTRUCTIONS—DEMING SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

Trains and engines moving via Icehouse Crossover to Tower 196 on T&NO track must run with caution, expecting to find track occupied.

Semi-automatic signal on No. 2 track west of Icehouse Crossover will display caution indication when switch to crossover from No. 2 track to T&NO track is lined and Signal 8314 at east end of crossover displays stop indication.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Anapra, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

Clear interlocking signal Tower 47 for movement to eastward main track will authorize engines to move Tower 47 to Alfalfa unit, El Paso yard.

Standard clock located in yardmaster's office at Alfalfa unit, El Paso yard, and conductor will show on margin of train register ticket thrown off at Anapra the time watch was compared with standard clock. Operator Anapra will enter this information on train register.

Eastward regular trains and sections of schedules from Hachita Subdivision may assume similar schedules or sections of schedules on Deming Subdivision at Anapra without clearance, provided train is properly cleared by train-order signal.

Eastward extra trains from Hachita Subdivision may leave Anapra without clearance, provided train is properly cleared by train-order signal.

Crew arriving Clifton on No. 952 may assume schedule of No. 953 without clearance.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Anapra, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Anapra.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

RULE 96. Form F train orders reading to Anapra or clearance from Hachita Subdivision will apply to El Paso (Union Depot), or El Paso (Cotton Ave.) on Deming Subdivision.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE 105. Following tracks are designated for use as sidings.

Strauss.....Siding is first track south of main track.

RULE D-151. Tracks between Anapra and Tower 47 will be numbered and unless otherwise authorized will be used as double track:

No. 1 Track for westward trains;

No. 2 Track for eastward trains.

RULE 204. Trains of Deming and Hachita Subdivisions with the same conductor and engineer, operating through Anapra, may be issued train orders on one subdivision that affect their movement on the other, or both subdivisions.

RULE D-251. Will apply as follows:

On No. 2 Track, Anapra to El Paso (Cotton Ave.).

On No. 1 Track, El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—ALAMOGORDO SUBDIVISION

RULE D-71. Trains may move between Anapra and El Paso, Cotton Avenue, and/or Alfalfa unit, El Paso yard, with the current of traffic irrespective of timetable superiority, but must avoid delaying first-class trains.

Main tracks between Alfalfa unit, El Paso yard, and Tower 196 will be used jointly by Deming and Alamogordo Subdivision trains and (T&NO) San Antonio Division trains but movements between these points must be made with caution, expecting to find main track occupied.

RULE 82-A. Crews ordered for regular trains and sections thereof at El Paso (Union Depot), may assume those schedules or sections without obtaining a clearance, and crews ordered for extra trains at Alfalfa unit or other units of El Paso yard, may leave without obtaining a clearance and will move on yardmaster's instructions and signal indication to Planeport, where a clearance, O.K.'d by chief train dispatcher, must be obtained.

Train indication, markers and signals, if any, will be displayed from El Paso (Union Depot), Alfalfa unit or other units of El Paso yard as instructed by yardmaster or by telegram from chief train dispatcher.

Trains from Alfalfa unit, El Paso yard, approaching Signal 8263 will sound whistle signal code for route, and if stopped must call signal operator, at Tower 47, and be governed by his instructions before applying block signal rules to proceed. Telephone located on pole opposite Signal 8263.

RULE 83. If visual identification is made by eastward trains between El Paso (Union Depot) and Tower 47, identification will apply at end of double track.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Planeport, All trains. Trains originating El Paso (Union Depot), must show time of departure from El Paso (Union Depot) on register ticket left at Planeport.

Conductors of trains terminating at El Paso (Cotton Ave.) or Alfalfa unit of El Paso yard must leave register ticket with waybills.

Carrizozo, Nos. 3, 4, 39 and 40.

RULE D-97-A. Applies between Anapra and Tower 47.

RULE D-251. Will apply as follows:

On No. 2 Track Anapra to El Paso (Cotton Ave.).

On No. 1 Track El Paso (Cotton Ave.) to Anapra.

On both main tracks between Tower 47 and Alfalfa unit, El Paso yard, but second and inferior class trains, extra trains and engines must avoid delaying first-class trains.

SPECIAL INSTRUCTIONS—SANTA ROSA SUBDIVISION

RULE 82-A. Crew arriving French on No. 974 may assume schedule of No. 975 without clearance.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Carrizozo, Nos. 3, 4, 39 and 40.

RULE 105. Following tracks are designated for use as sidings:

Vaughn. First track north of main track is eastward siding. Second track north of main track is westward siding.

Santa Rosa. First track north of main track is westward siding. Second track north of main track is eastward siding and connects with westward siding at both ends. West switch of eastward siding must be left lined for westward siding, and east switch of eastward siding must be left lined for eastward siding.